

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:35 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 633 Const Calendar Day: 206 Date: 27-Dec-2012 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General CommentsITEM 67, ERECT PWS CABLE SYSTEM;
HANDROPE ANCHOR 104 SHOULDERBOLT:

Per previous agreement with ABF on Monday 10/8/2012, because the shoulder bolts were supposed to be machined at the base of the shank so that the threads would not run out in a drill and tap hole before the shoulder shank contacts the cable band surface and that was not done correctly by LeJeune and BBC, ABF's method to address this issue with the shoulder bolts is to countersink the holes in the cable bands so the bolt threads will not run out. This work was done previously at PP8.

On Friday 12/14/2012, ABF checked at the PP104 north cable location. At the drill and tap bolt holes on the cable band, the existing countersinking from Goodwin was more than was present at PP8 where additional countersinking was necessary. No additional countersinking was necessary at the PP104 north cable location.

Today, the messenger cable and handrope work is happening at PP104 south cable. At the drill and tap bolt holes on the cable band, the existing countersinking from Goodwin is similar to the PP104 north cable location where additional countersinking was not necessary and is more than was present at PP8 where additional countersinking was necessary. No additional countersinking was necessary at the PP104 south cable location. This work is primarily inspected by others.

ITEM 64, INSTALL STRUCTURAL STEEL (BRIDGE) (PIPE BEAM) (HINGE AW & AE);
HINGE A OBG'S ALIGNMENT, TEMPORARY WORKS - STRONGBACK & TRANSVERSE ALIGNMENT
DEVICES; ALSO LONGITUDINAL POSITION OF HPB'S:

This work is primarily inspected by others. ABF Engineer Andre Markarian calls me about 1000 to notify me that at the E-Line, if the last grout placed between the bearings and the diaphragm sleeves achieves strength from breaks of grout cubes, ABF will release the strongbacks. Note that grouting operations are ongoing at the W-Line, so the strongback release there will not happen at the W-Line yet. Before releasing the E-Line strongbacks, ABF plans to longitudinally position the HPB's so they are easier to slide.

The work that ABF was going to possibly do today to longitudinally position the E-Line HPB's and release the strongbacks did not happen today, because the grout cubes did not have enough strength when tested.

